AUTOMOBILES.

with Le Blon in Which French nan is Defeated-Mile a Minute Work inner - Locomobile, Thomas, Haynes, Toledo and Christie Are Selected.

TARDEN CITY, Sept. 22.—The elimination for American automobiles which are orm a team in an attempt to hold the ented for international competition william K. Vanderbilt, Jr., were held he cup course to-day. Altogether a unsatisfactory result could not well been imagined. Three cars alone of lve that started were able to finish the race was called off. The best of to-day was the comparatively light powered Locomobile entered by S. T. Jr., and driven by Joseph Tracy. y's car came home first by a handsome rgin, a victory that was deserved on the ared performances of the cars as they n to-day's competition.

mept for one stop deliberately planned self the distance of 297.1 miles by Tracy ar ran smooth and free throughout whole course. Not once when he came ing down the long stretch past the grand ad could his engine be heard to miss or It never ran so well before and er not only was the leader by 23 minutes nds over Hubert Le Blon, driving a horse-power Thomas, in actual elapsed out on three separate laps he went far the best figures for a single circuit e new course. He recorded his third in 80 minutes 34 seconds, his fourth in outes 48 1-5 seconds and then after he ished the lead to devote a bit of to replenish the oil and gasolene in his nd changing the tires he came out and d the sixth circuit of 29.71 miles in 29 as 29 3-5 seconds. Mile a minute work lighly creditable on a course like that

fter Le Blon's Thomas, which was tly short of work for the race, had it was followed nearly an hour by Elwood Haynes's 60 horse-power car driven by H. N. Harding. At ime Herbert H. Lyttle had covered ounds of the course in the Pope-Toledo, Walter Christie in his 50 horse-power tie had a considerable lead over the Miller entry driven by Lawwell, igh on the official record each had dit for eight laps.

was at this time that the referee ded that the race should be cut short use many persons were crowding out he road just below the dangerous turn

fter Mr. Vanderbilt had called the conof he had the telephones all going der to find out the relative positions he Pope-Toledo, Christie and Frayercars, all three of them having passed stand within the half hour preceding ime Mr. Vanderbilt stopped the race he Pope-Toledo had started on its ound of the course he placed it in position on the team and gave to Christie machine the fifth place, as as nearly half an hour ahead of Law-'s Frayer-Miller. The five cars that present America against the three teams on October & are Locomo-Thomas, Haynes, Pope-Toledo and

The time performances were as follows: AN ELIMINATION TREALS FOR VANDERBILT CUP. dreults of course, 29.71 miles per lap.

		art.	Finish.			Elapsed Time.		
Driver and Machine.		. M.	H.	M	8.	H	M.	8.
seph Tracy, 90 horse- power Locomoblie	- 6	10	11	38	45	5	27	25
ubertL+Blon, 115 horse- power Thomas. N. Harding, 60 horse-	6	05	11	56	25	3	51	25
power Haynes H. Lyttle, 120 horse- power Pope Toledo (9	6	11	12	37	20	6	25	39
rounds). Christie,50 horse power	6	01				6	37	53
Christle (8 rounds) ank Lawwell, 110 horse-	6	08		*		6	20	34
power Frayer-Miller (Stounds)		07				6	26	06
200,000 PERSONS	8	EE	THE	R	ACE.			

t is safe to say that along the circuit were lined up 200,000 persons who ht hard to get a look at the racers bey dashed by and on many of eve straight stretches endangered lives and those of the drivers by ing out too close to the flying cars. when they began to arrive at the course impossible to fix definitely. There were as on hand in waiting for the -ace lay ago. A lot of persons ran down the city and from nearby places parking room and then proceeded to sleep in their cars while awaiting dawn and the big race. Not only was true of enc'osed cars with the limousine es, but also of some of the regulation ms but also of some of the regulation at touring cars where the occupants free from the effects of night dews by wrapping around them long rubber nicts. A man who went about said that w no less than 500 such camping par-

elore the race began.
was impossible to estimate the numvariety of automobiles that were aged alongside the course. If there re 200,000 persons there it seemed as there were about one automobile to rry twenty persons. They represented by type, designer's idea and horseand had a lot of merry little elimitrials on the way out. The police ted a few elimination trials on their n account, and there were some that ried that had trouble getting to the

here was one other noticeable feature the crowd, and that was the presence more of what is called the tough element ever before. The early morning als on the Long Island Railroad, which ried the bulk of the visitors of the non-omobile type to the scene of action, were steed with the rowdy and smart lads ested with the rowdy and smart lads the class that has come to be so obtionable to persons who have to ride elevated and subway trains in this city Sundays. The incongruity of the inest of such persons in the automobile sea was striking. What brought them are it is hard to explain, and they cernly vouchsafed no reason in support anything they did. The persons who to the early specials in Mineola and sthury this morning did not relish the gdark walk to the course in such comthis morning did not relish the

HOTELS TAXED TO THE LIMIT.

be hotel accommodations at Garden City, tola, Westbury, Lakeville and Roslyn been stretched to the limit and the farm ses in the neighborhood, such as were see in the neighborhood, such as were a to accommodate motoring strangers, a lot of business. The crowds from setarted out toward various points on course early in the day. In fact, the matter of the stand opposite the starting line began is filled at half past 2 o'clock. The long, strip of road that wound down the icho turnpike glittered and shone in the rehlight of the automobile army. Autos irred and whizzed and grunted in from any side and their constant passing and y side and their constant passing and assing in the damp darkness of an early umn morning before daybreak was bled up with a peculiar cold glitter by acetylene tanks way up at the top of grand stand. Although everything was rand stand. Although everything was be dark and some of the drivers were too careful no one was hurt in that wal before the dawn began to break sugh and 5 o'clock had come around. sands of clock had come around.
Stands all along the course were well, but naturally that at Westbury was idered the best of all, giving as it did mowledge of the standing of each driver his time performance for the circuits he

dition is not unlike the show circle opera or the list of the gazed at in and fourteen minutes to make, when he did opera or the list of the gazed at in and fourteen minutes to make, when he did over the course having been 35 minutes are the course having been 36 minutes are the course having been 37 minutes are the course having been 38 minutes are the course having been 38 minutes are the course having been 37 minutes are the course having been 38 minutes are the course having been

other side to make the thing balance.

W. K. VANDERBILT, JR., ABRIVES EABLY.

Among the early arrivals was W. K. Vanderbilt, Jr., donor of the trophy-oup, who arrived before it was light and strolled around with an old blue cap on his head and a gray sweater wrapped around his neck by the arms. He did not sport his favorite old time coat, which has come to be known well at race meetings. Mrs. Vanderbilt also was there, and she, with Mrs. Peter Martin; sat in the box directly over the finish line. The next box was that of Payne Whitney, who was in excellent mood and led an impromptu chorus in singing such epics as "Give Us a Drink, Bartender," and "Waiting at the Church," the apparent incongruity of which combination struck him only as funny. He and W. K., Jr., came out very strong on the "My wife won't let me" line, while Mrs. Vanderbilt smiled and tried to look real firm, as if she knew that her consent certainly was necessary to any undertaking. Payne Thompson was along with Whitney. F. Ambrose Clark, far removed from his loved steeplechasers, was on hand, and not far from him Harmann Oelrichs. Jr., Oliver Harriman, Arthur Iselin, Charles Steele and Mortimer L. Schiff made up a sort of financial quintet. Samuel D. Babcock, Francis C. Bishop, Sidney Smith, W. E. D. Stokes, Benjamin Butler, J. J. Mann, Marshall Doelger, George Isham Scott, Ralph Peters, Lewis Watson, Eugene Peters and S. T. Davis, Jr., were among the men in the stands.

Sidney S. Breese and his sister were in one box near the Vanderbilts with their father and George Heath, who wen the Vanderbilt cup in 1904. Mr. and Mrs. Charles G. Gates, C. C. Worthington, A. P. Kountze, Mrs. Cornelius F. Wells, Mr. and Mrs. Charles G. Gates, C. C. Worthington, A. P. Kountze, Mrs. Cornelius F. Wells, Mr. and Mrs. J. Osgood Pell, Mr. and Mrs. Robert Dunlap, Mrs. Henry Brady, Jr., of Scranton, Mr. and Mrs. Charles A. Singer, Mr. and Mrs. Lenry Brady, Jr., of Scranton, Mr. and Mrs. Charles A. Singer, Mr. and Mrs. Charles A. Singer, Mr. and Mrs. Elexander Mrs. Ele

PRIVATE GRANDSTAND FOR T. HITCHCOCK, JR.

PRIVATE GRANDSTAND FOR T. HITCHCOCK, JR.

Thomas Hitchcock, Jr., had a private grand stand all to himself on the opposite side of the road. The course runs right alongside the Hitchcock training track and stables and in recognition of the generosity of Mr. Hitchcock in letting the cup commission have the ground quite free of charge the stand was put un for him. August Belmoht, Raymond Belmont and August, Jr., Peter Gerry, Mrs. Thomas Hitchcock and Mrs. Cornelius J. Fellowes were among those who were in the stand from time to time. Mr. and Mrs. J. B. Joy of Detroit, J. A. Hollister, A. L. Riker, Robert Lee Morrell, Mr. and Mrs. J. D. Maxwell, Mr. and Mrs. Benjamin Briscoe, J. W. Thompson, R. H. Williams and A. J. Moulton were among the persons promising Moulton were among the persons prominent in the automobile line. H. L. Bowden with the Flying Dutchman has been busy around the course for the last few days showing the car which still sports the figure 2 used some time ago in a big race at Ormonde Beach in Florida.

REELER FIRST ON THE SCENE.

With the sun up and the crowd out of bed and there on hand there was nothing left to do but start the races. It was only a little after 5:20 when Ernest Keeler, who had been wandering all about the Westbury streets earlier in the morning in his Oldsmobile, came ripping along the Jericho turnpike with his exhaust puffing and roaring. There were cheers for him because he was the first. Keeler sported a huge black cigar and he and his mechanic were dressed with gray sweaters underneath ordinary vesta, quite a contrast to the fancy garb of Le Blon and the other Thomas team members. Mongini, with his Matheson car, got up very shortly after Keeler, and the big, handsome Italian, who had not been seen much on the course, was warmly greeted by the grand stand and made a hit at once. Herbert Lyttle, with his Pope-Toledo breathing flame at every leap, was the next to show up, and he and Keeler stood together and emoked very close to a large oil tank that Lyttle's man was examining. Tracy, Roberts, Harding, Caillois, the latter coming up with a reckless dass; Lee Frayer, Le Blon, Christie, Belden and Lawwell followed in order. That was all the men to drive the cars, because the Maxwell company had decided not to send Wally Owen out with a made over touring car and the B.-L. M. had one of its cylinders smashed the day before.

Tracy had on a long gray rubber coat and an exaggerated ruff of rubber about his neck. Le Bion's long saturnine and mourn-ful face gave the lie to his reputation for dash and daring as a driver. Caillois, dash and daring as a driver. Caillois; ever so much bigger than almost any other of the drivers, had a hard time getting his car into line at the request of the starter. Eventually the twelve did get lined up, Keeler, No. 1; Mongini, No. 3; Roberts, No. 5; Christie, No. 9; Lawwell, No. 11, being on the side nearest the public grand stand. There was no No. 13 because, as the programme said, it had been "eliminated because of general superstition associated with it." The even numbered starters were on the opposite side, and they were, in order: Lyttle, The even numbered starters were on the opposite side, and they were, in order: Lyttle, Caillois, Le Blon, Frayer, Tracy, Harding and Belden. The scheme was to get the cars away one at a time, coming from alternate sides with a minute interval, starting

nate sides with a minute interval, starting the first one at 6 o'clock.

The first part of this programme worked to perfection. Keeler got his car into line and Charley Dieges tapped off the seconds on his back until the heavy hand came down hard along with the cry "Go!" and Keeler slipped out slowly to start the race for elimination. race for elimination.

MONGINI MAKES A CLEVER START. Lyttle's car was very sluggish, but he soon disappeared in a cloud of dust toward Jericho. Mongini gave a most remarkable exhibition of skill with the wheel, and he came away from the mark exactly on the word and yet running under almost full speed with such cleverness that the stand rocked with commendation. Not a few persons then made a prediction that Mongini and the weight carrying Matheson would be heard from in the race. Caillois had some trouble with his tires and he was delayed twenty-five seconds of the minute that should have followed his departure, because he could not get things going. When he did get the car started he zipped toward a young man with a red flag, who thought he could stop the Frenchman. Luckily the young man got out of the way

before they met.

Le Blon had his troubles too, because he simply could not crank his car and he lost almost half a minute before the lines got working right. Then he gave an exhibition of the way to start fast and keep going. As if the accidents to the other two Thomas cars were not bad enough, Roberts broke one of his valve rods, which rinned the hood. This had to be taken off ripped the hood. This had to be taken off and thrown aside. It served later as a rain shield for a middle aged man who sat in the first row of the grandstand. The man put his head through one of the exhaust pipe holes and presented a unique

haust pipe holes and presented a unique and pleasing figure.

The Frayer-Miller, making an odd sight with the driver on the left side and the mechanic on the right, reverse of the style in the other cars, got away without much fuss and Christie as usual had his car well in hand. Lawwell's Frayer-Miller followed and then Tracy went away like a shot, followed by a tremendous burst of cheers. He smilingly waved his right hand in acknowledgment to the compliment as he He smilingly waved his right hand in acknowledgment to the compliment as he swept out of sight. The last car to get off, Belden's Frayer-Miller, moved about as much as five feet and then came to a dead stop. For a while the few nervous ones were afraid that Lyttle or somebody else going around for his next lap would bump the car with the extension in the middle, but it managed to get out of the way after a while.

SOME EARLY ACCIDENTS.

About the very first returns was that Caillois had broken one of his cylinders and was proceeding in difficulty on the remaining ones. Lee Frayer stopped at Roslyn with a broken radius rod and a flat thre and that was all for him for the day. Keeler didn't show up for a long time and all sorts of wild rumors were heard that he had come to he was all right. Of course the car quit running. His first lap took him two hours and fourteen minutes to make, when he did

cially well known for his or her kindly feelings for horses rather than toward automobiles, there are enough cases arrayed on the other side to make the thing balance.

W. K. VANDERBILT, JR., ARRYES EARLY.

Among the early arrivals was W. K. Vanderbilt, Jr., donor of the trophy—oup, who arrived before it was light and strolled around with an old blue cap on his head and a gray sweater wrapped around his neck by the arms. He did not sport his favorite old time coat, which has come to be known well at race meatings. Mrs.

In the day before the handsome Italian had negotiated a single lap. Four cars were thus out of the running practically at the start. Trouble with his magneto and oil and gasolere also helped to put Caillois totally out of the game. Roberta's Thomas could not last long with a broken valve rod. Belden's Friyer-Miller, which had such trouble to get started, was worked up into such a frequy that on the fifth lap it had to be withdrawn because the engine was overheated. That left the field to five cars.

For the first lap Lyttle was the leader and he held this advantage for still another circuit, when he slipped back to second, while Le Blon gained the advantage. Tracy was ahead in the fourth, having come up from sixth. Lyttle still was second. His tire troubles were what ruined his chances. In the fifth Le Blon went back into the lead because Tracy used up several minutes in overhauling the car and, as he said, putting in new gasoiene and oil. He got back his lead with the sixth round only to be outstripped by Le Blon in the seventh. By less than a minute Le Blon, was first in the eighth, but he went totally out of it in the ninth, when Tracy ran very close to 31 minutes, as against nearly 47 for the Frenchman, whose tires certainly were not doing their work.

There was one unpleasant feature of the LYTTLE LEADS FOR TWO LAPS.

There was one unpleasant feature of the management and that was that although a wire fence had been put up for a thousand feet to the west of the grand stand toward Mineola the vast crowd of persons gathered at the dagerous turn of Mineola avenue into the turnpike persisted in rushing out.

Mineola the yast crowd of persons gathered at the dagerous turn of Mineola avenue into the turnpike persisted in rushing out there each time a racer hove in sight.

Automobilists are accustomed to getting gouged on prices, but the way they were hiked on them to-day was a crime beyond hope of pardon. Coffee of the "perhaps" kind was valued at 10 cents per small cup and it was an abominable beverage. Cigars that ought to be ashamed when 5 cents is asked for them sold at 15 cents, while cigarette prices just doubled. The only thing anybody got for nothing reported the whole afternoon was a cigarette given to a native of Garden City by a visitor.

Mr. Breese and Mrs. Vanderbilt got tired one time of hearing Peter Prunty say "Flower Hill" and they called him over and carefully instructed him that he should say "Arbor Hill." Peter, who had announced before most of the young crowned heads of Europe, bore his part of the conversation well and retired with the grace of a duchess leaving the royal presence.

A party of French persons had every one hungry about the middle of the morning when they produced a little French motor hamper which was filled with prepared food or the makings. They had several different kinds of sandwiches and slices of chicken were served on white enameled linest trays. When that part of the meal was over one of the men in the party brewed a pot of cocoa over a little spirit lamp. Every one was quite envious. N. B.—He did not wash the breakfast dishes.

HOW THE RACE WAS WON. Lyttle, the Early Leader, Gives Way Tracy and Le Blon.

GARDEN CITY, Sept. 22 .- In spite of the misgivings of the misanthropes, the second annual occasion upon which an elimination trial was necessary to select the American team in the Vanderbilt cup race was not marred by any connection with the hoodoo number 13, as, after all, there were but an even dozen of cars sent away this morning. Of the twelve drivers, Mongini made the most sensational start, while Belden in Frayer-Miller No. 3, which was 16 in the official list, was the slowest to leave the mark after Starter F. J. Wagner had counted ten backward in his ear.

Joe. Tracy was about the only driver who received much of an ovation when he droye up to the starting line, but the reception accorded him then was a mere trifle compared to the outburst of applause when the Locomobile driver went over the tape a victor. Caillois and Le Blon had a little difficulty in getting away, Caillois being delayed for 25 seconds and his compatriot one second longer. Roberts took 9 seconds to get away after receiving the word.

W. H. Owen, the Maxwell pilot, was the driver whose withdrawal brought the field down to a dozen. J. D. Maxwell, who entered the racer, sent a letter to Chairman Thompson very late last night making a formal declaration that his car would not start in the contest

Disaster began to overtake the machines in the very first round. Lee A. Frayer, driving one of the three Frayer-Miller cars, was eliminated in the first round and had to stop at Roslyn because one of the radius. rods on his machine was broken. The Matheson had gone but about 300 yards further than the twenty mile point of the first round when it smashed into a tree. Mongini was rather badly shaken up after the accident and could not give a very coherent account of what happened. He did not think he was going faster than fifty miles an hour up the Manhasset hill and said he had not been trying to pass Lyttle, as was reported. One of the rear tires on his racer was punctured and this no doubt was a contributory cause of his running into a telegraph pole. The mechanic was not at all hurt when he and Mongini were thrown out of the racer. Mongini, however, was projected up into the air but does not remember striking the wires strung overhead. He fell on his right wrist, which he sprained a few days ago and he was very badly bruised. He was taken to the Garden City Hotel, where a doctor attended him.

Joe Tracy lost 41/2 minutes on the first round while a punctured tire was being replaced. When the damaged tire was removed from the rim it was discovered that the tube had been pinched when the tire had been put on the car on Thursday

Lyttle, who had started second, was the first to pass the stand again, and his time of 32 minutes 33 seconds was the fastest for the first round. Le Blon followed him, and then came Christie, Belden and Harding. Tracy was the sixth driver to pass the stand on the first round, and he was followed at considerable intervals by Lawwell and Caillois. Keeler did not complete his first round until 8:14 o'clock, or more than twice the time required by the other contestants. Roberts was the slowest one in covering the circuit, his time being

3 hours 5 minutes and 49 seconds.

Lyttle led again the second time past the stand and also led in total clapsed time. Le Bion, Tracy and Harding followed after Lyttle in the order named. Lyttle's total e was 1 hour 4 minutes 42 seconds, his time for the second round being 32 minutes 9 seconds. Ernest Keeler and his Oldsmo-

seconds. Ernest Keeler and his Oldsmobile had to retire in the second lap, as the carburetor caught fire.

Though Lyttle was first past the grand stand at the end of the third lap Le Blon was the leader so far as total slapsed time went, having made the round in 32 minutes 3-5 seconds. Lyttle and Le Blon both passed the stand before Tracy on the fourth round, which Tracy covered in 29 minutes 48 1-5 seconds. Just after Tracy completed his fourth round the report came that Roberts had stopped at Mineola without finishing his first round and was so out finishing his first round and was so bitterly disappointed that he was crying like a child.

Lyttle was again the first to finish a round, when he passed the stand for the fifth time, but Le Blon was leading in the time score, having made the round in 32 minutes 11 seconds. Though they did not complete their fourth rounds until not complete their fourth rounds until very much later, these were the last rounds for Roberts and Beiden. Caillois managed to keep his car going in spite of a balky magneto for one round more than Roberts. Le Blon finished the sixth round ahead the time score, having made the course for that round in 29 minutes 29 3-5 seconds.

Le Blon kept his place as leader records. grief. But other than having the exhaust of Tracy, but the latter displaced him in back fire into his carburetor and burn out the time score, having made the course that somewhat valuable piece of furniture for that round in 29 minutes 29 3-5 seconds. Le Blon kept his place as leader past the stand for the seventh round and was the leader in time as well, his time for this trip

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Over the highest powered racing cars ever run in America, IN THE

Vanderbilt Race

Repeating its victory of last year. The most phenomenal record ever made by A REGULAR 50-HORSE POWER STOCK TOURING CAR in the history of racing.

Covering 297 miles in 6 hours and 25 minutes, every lap of which was made as regular as clockwork,

> Beating One 120 H. P. Special Built Racer. Two 60 " " Three 110 " " Two 115 " " 90 " "

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HAYNES AUTOMOBILE

The oldest manufacturers of motor cars in America

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Comon Wrapped Tires

The exclusive equipment of every American car entered for the Vanderbilt cup race, eliminations and finals, made in yesterday's trials a record unequaled in the whole world's history of great automobile contests. Fifty-two tires started in the race. Only 8 were changed; all on account of punctures or similar accident.

THE WINNERS SAY:

Joseph Tracey, Locomobile, first: "I have always used Diamond tires. They gave wonderful satisfaction to-day." Le Blon (the great French driver), Thomas, second: "I find Diamond tires positively the best I ever rode on. changed only one tire in this race. I have been accustomed to change both rear tires twice in every such race."

H. N. Harding, Haynes, third: "A puncture or two was my only trouble and I know the course was full of nails." Herbert Lytle, Pope-Toledo, fourth: "Diamond tires have always given me great service. Barring an accident due to puncture, I had no trouble to-day."

Walter Christie, Christie, tifth: "I want no better tires for the big race than the Diamonds I used to-day. They gave absolute satisfaction."

The brilliant French driver, Caillois, expressed unbounded satisfaction with Diamond tires, saying: "They are very, very fine. I never dreamed that tires could be so fine." YOU can have tires like these on YOUR car if you wish. Yesterday's trials were the first public appearance of

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our 1907 construction.

THE DIAMOND RUBBER COMPANY

AKRON. OHIO.

seconds. Tracy took the lead in both place and time when he finished his ninth round.

and time when he finished his ninth round, making it in 31 minutes 27 seconds.

Tracy's last round was completed in 34 minutes 6 2-5 seconds and his total time for the 297.1 miles was 327 minutes 45 seconds, or 5 hours 27 minutes 45 seconds. Le Blon's time for the race distance was 5 hours 51 minutes 25 seconds and Harding's time was 6 hours 25 minutes 39 seconds.

Referee W. K. Vanderbilt, Jr., called the race off at 12:50 o'clock, because the crowd had swarmed onto the road at Lake-ville and the fog was very thick for the

ville and the fog was very thick for the entire distance the course ran along the entire distance the course ran along the North Hempstead turnpike. Lyttle, who had completed his ninth round and was still going, was awarded fourth place, and Walter Christie, who had finished his eighth round, was placed in fifth position. Frank Lawwell, driver of Frayer-Miller No. 2, was also on his ninth round when the race was called off, but was more than fifteen minutes behind Christie. Montague Roberts, who had completed four rounds, Roberts, who had completed four rounds, drove up to the official stand at twelve minutes after 1 o'clock, but turned back towar-

utes after 1 o'clock, but turned back towarhis quarters at Krug's when he saw the officials had gone away.

Walter Christie was handicapped during the race after his third round because
the leather clutch was burned out, and he
was also bothered by fire in the carburetor.
E. H. Belden, Frayer-Miller No. 3, was
compelled to stop in his fifth round by a
broken wheel, which was smashed when
he ran into the ditch just after making the he ran into the ditch just after making the "hairpin" turn. Lawwell, Frayer-Miller No. devised a novel manner to keep his car going after his fuel pipe broke in the sixth round. His mechanic took the cover off the coil box and poured gasolene into the carburator so they could move under the car's own power. He said afterward that it was like being in an efficiency test, for the machine went seventeen miles on the double contents of the coil box cover. Lawwell fixed the feedpipe, but it broke again on his eighth round, so the mechanic gasolene into the carburetor for another seventeen miles until the car reached Lakeville. There Lawwell borrowed a

Lakeville. There Lawwell borrowed a bicycle and rode to Mineola to get a fitting for the pipe from a plumber. He was still going when the race was called off.

On the third round Lawwell had two rear tires put on his machine and the tire men took \$4 minutes to do the job. A balky magneto was what had hindered Caillois most, but he would not talk about it. Even Joe Tracy had his mechanical troubles, as the radiator leaked and he had to use extreme care that the scales from the inside of the fuel tink would not clog up his carburettor. Tracy had a narrow escape from running into Belden just after rounding the hairpin turn, where the Frayering the hairpin turn, where the Frayer-Miller driver had stopped in the middle of the road. Tracy was going very fast and it seemed sure that he would strike the

by without injury The three cars that had finished the full

The three cars that had finished the full course were weighed after the contest was called off, as were the Pope-Toledo and Christie. Lyttle did not know he had qualified for the team and the weighing in committee had to telephone to his quarters at Bull's Head for him to come to the scales. He was asked to tell Christie to come along, too and finally showed up towing his own too, and finally showed up, towing his own racer and Christie's behind a touring car. Tracy's car weighed 2,219 pounds, the maximum allowed with a magneto; Le Blon's machine was a pound lighter to the winning Locomobile, while both Hard-

ing and Lyttle's racers weighed 2,195 pounds.
The Christie scaled at 1,895, which included a detachable rim and full supply tanks.
Frank Lawwell took his Frayer-Miller
No. 2 over to be weighed, as the Frayer-No. 2 over to be weighed, as the Frayer-Miller concern intended to enter a formal protest against the Pope-Toledo, asserting that it had broken down just about the time the race was called off. The Frayer-Miller delegation is very anxious to have a car in the final if possible. They say that their car would have been able to finish the race and that such was not the case with the Pope-Toledo, according to zealous partisans

Pope Toledo, according to zealous partisans of the air cooled firm. Tracy averaged 54.4 miles during his ctorious race over the Nassau county

GERRIT A. FORBES DEAD. He Was Justice of the Supreme Court of New York in the Sixth District.

Gerrit A. Forbes, Justice of the Supreme Court in the Sixth district, died yesterday at his home in Canastota, N. Y., after an illness of several months. He was 70 years old and had been a Supreme Court Justice

Justice Forbes was born near Clockville, in the town of Lenox, Madison county, on May 30, 1836. He was the sixth of eleven children of Isaac J. Forbes and Abigail Sayles. The latter had been a schoolmate of Gerrit Smith, the philanthropist and abolitionist, for whom Justice Forbes was named. Isaac J. Forbes was a son of Jacob Forbes, a farmer of the same town, and was one of the younger of thirteen children, of whom ten were sons. Gerrit A. Forbes received a common school education and in 1860 he began the study of law in the office of B. Franklin Chapman of Clockville. He was admitted to practice on May 30, 1836. He was the sixth of eleven in the office of B. Franklin Chapman of Clockville. He was admitted to practice in May, 1863. The following August he formed a partnership with Judge Chapman. He was District Attorney from 1871 to 1874. In 1884 he took the place of George N. Kennedy in the firm of Kennedy & Tracy of Syracuse, N. Y., the firm name changing to Forbes, Brown & Tracy.

Justice Forbes had been a resident of

Canastota since 1868. For many years he in that village. Prior to his election Justice he was attorney in many of the most important trials in central New York and had won recognition as an acute crim

inal lawyer.

Justice Forbes was married on July 10, 1862, to Miss Ellen Brooks of Clockyille. His wife, together with one son, Claude L. Forbes, who is engaged in the practice of law in Syracuse, and one daughter, Maude Isabelle, who is now the wife of Daniel F. Kellogg of this city, survives him.

SAMUEL BLAND ARNOLD DEAD. Was One of the Men Convicted of Complicity in the Plot to Assassinate Lincoln.

WASHINGTON, Sept. 22.-Samuel Bland Arnold, one of the men convicted of complicity in the plot to assassinate Abraham Lincoln, died on Friday at the home of his sister-in-law, Mrs. Helen T. Arnold, at Waverly, Md. Arnold acknowledged that he had been concerned in several plots to abduct Mr. Lincoln and carry him inside the Confederate lines, but he always denied that he was a party to the assassina-tion plot. He was sentenced to life im-prisonment in the Albany renitentiary, but afterward was transferred to Dry Tortugas. He was ultimately pardoned. Most of his life since then was spent on his farm at Fair Haven, in Anne Arundel county, Md. A fractured leg sent him to Johns Hopkins Hospital in Baltimore and shortly thereafter he contracted consumption, the cause of his death. Arnold became a recluse after his re-

lease from prison and seldom had dealings with his neighbors. A diary which he kept in the Dry Tortugas was intended to be published after his death, but he was persuaded to permit a newspaper to print it four years ago. It was filled with charges of cruel treatment. Arnold will be buried at Green Mount Cemetery, Baltimore, where the Booth family has a plot, and where John Wilkes Booth is supposed by many to be interred. Only one posed by many to be interred. Only one of the Lincoln conspirators, John Surratt, is surviving.

Obituary Notes.

Carl Daenzer, a former resident of St. Louis and one of the oldest newspaper men in America, died at 6 o'clock yesterday morning in Neckarsum, Wurtemberg, Germany. He was born in 1820 in Odenheim, in the province of Baden, Germany, and studied law in Heidelof Baden, Germany, and studied law in Heidel-berg. He was a member of the Baden Con-gress and took an important part in the Ger-man revolution of 1848-49. When the revolu-tion collapsed he succeeded in escaping to Switzerland, where he remained several years. Later he came to this country and went to St. Louis, where he found employ-

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ment as associate editor of the Anzeiger des Western, which he later resigned, and established the Westliche Post in 1857. On account of ill health he had to dispose of the paper in 1860, and one year later returned to Germany, having received amnesty from the Grand Duke of Baden. After several years he was induced by some of the leading citizens of St. Louis to return and take charge of the paper, which under his management became nominally Demeratic, but not a party organ. For several years the paper under his management was an independent publication, but it finally represented the views of the German Democrats, although it was seldom that Mr. Daenzer would knowledge its submission to party mandate. After the consolidation of the Anzeiger and Westliche Post, in 1808, he gave up his editorial work and returned to Germany. Mrs. John Schroers, wife of one of the present managers of the Westliche Post, is a daughter.

Philip F. Kobbe of New Brighton, Staten Island. vice-president and treasurer of the Westlinghouse Electrical Manufacturing Company, died at his country place, Hillfields, on Friday. He had been in poor health for several years. He was born in New York on October 24, 1842, and was educated in Germany. He became interested in the electrical business and was associated with the United States Electric Light Company until 1800, when it was absorbed by the Westinghouse company. He was a director of the Westinghouse American, British and French companies. In the civil war he served as a member of the Tenth Company of the New York Seventh Regiment. His New York residence was at Harbor Hill, Staten Island. He was a member of the Calumet Club, Society of the Colonial Wars and the Richmond County Country Club. He is survived by his wife, three daughters, two sons, six brothers and a sister. One of Mr. Kobbe s brothers is Gen. W. A. Kobbe, U. S. A., and another is Gustav Kobbe, musical and arteritie.

Willis E. Boyer, manager of "The Maid and the Mumpy" company, now touring in

willis E. Boyer, manager of "The Maid and the Mummy" company, now touring in the West, died at his home in Daisy, town of Saugerties, Thursday. Three weeks ago he came home suffering with Bright's disease, which caused his death. With Joseph F. Gaites of New York Mr. Boyer was interested in the production of "Raffles," "Red Feather," "Hoity Toity," the tour of Eva Tanguay and other attractions. He was for several years manager of Daniel Sulty. His wife survives him.

William Brown of the firm of Brown & Miller, engineers and machinists at 2 Mortis

william Brown of the firm of Brown at Miller, engineers and machinists at 2 Morris street, Jersey City, died on Friday night at St. Francis Hospital, that city, in his sixty-seventh year. He was formerly president of the Burt & Mitchell Company dry docks. He lived at Dunellen, N. J.

Elijah Caleb Foster, special attorney of the Department of Justice and husband of J. Ellen Foster, national president of the Woman's Republican Association, died in Washington at an early hour Saturday morn-ing. He was born in Canada, but was ap-pointed to office from Iowa.